

DISCUSS SECURITY CONCERNS AND PROCEDURES

CONDITIONS

You are a Mission Pilot trainee and must discuss security concerns and restrictions, and describe your actions in case of an airborne interception.

OBJECTIVES

Discuss security concerns and restrictions, and describe your actions in case of an airborne interception.

TRAINING AND EVALUATION

Training Outline

1. As a Mission Pilot trainee, knowing security concerns and restrictions is essential. Additionally, you must know how to respond to an airborne interception.
2. *Security.* CAP resources should be considered National Security assets. In times of emergency you should take special security precautions to protect the aircraft and crew. Some examples are:
 - a. Hanger the aircraft whenever possible. You may place small pieces of clear tape on fuel caps, the cowlings and/or doors that will break if someone tampers with vital areas.
 - b. Pay particular attention during pre-flight inspections. Look for signs of tampering and carefully inspect the fuel for contamination.
 - c. Be as "low key" as possible, and be discrete. Don't discuss CAP business in public places.
 - d. Be aware of your surroundings at all times. If you see something or someone that is suspicious, don't ignore it. Report your suspicions to your supervisor and/or law enforcement.
3. *Airspace restrictions.* The FAA may issue Temporary Flight Restrictions at any time, so it is vitally important to ask for FDC NOTAMs before each flight and to monitor ATC for changes while in flight. TFRs were issued to establish enhanced Class B airspace, protect airspace around nuclear facilities, and protect airspace around large gatherings of people.

Even with most TSRs lifted, you should not loiter around or circle critical facilities (e.g., nuclear power plants, large stadiums or gatherings, air shows, and dams or reservoirs). If you have to circle critical facilities (e.g., for planning or actual mission purposes) make sure you coordinate with the facility's manager and ATC.

4. *In-flight Intercept.* If your aircraft accidentally approaches or encroaches restricted airspace military aircraft may intercept you; it is important to know how to respond. The following covers the important points; details can be found in AIM 5-6-2.

An intercept to identify your aircraft has three phases:

- a. Approach phase. A flight leader and wingman will coordinate their individual positions in conjunction with the ground-controlling agency.
- b. Identification phase. The intercepted aircraft should expect to visually acquire the lead interceptor and possibly the wingman during this phase. The wingman will assume a surveillance position while the flight leader approaches your aircraft. The flight leader will then initiate a gentle closure toward the your aircraft, stopping at a distance no closer than absolutely necessary to obtain the information needed. The interceptor aircraft will use every possible precaution to avoid startling you.
- c. Post-intercept phase. After you have been identified, the flight leader will turn away. The wingman will remain well clear and rejoin the leader.

If you are intercepted you should immediately:

- Follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals (see the Table below).
- Notify ATC if possible.
- Attempt to communicate with the intercepting aircraft and/or ATC on the emergency frequency 121.5 MHz, giving the identity and position of your aircraft and the nature of the flight.
- If equipped with a transponder, squawk 7700 unless otherwise instructed by ATC. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, request clarification while continuing to comply with the instructions given by the intercepting aircraft.

Intercepting aircraft signal	Meaning	Intercepted aircraft response	Meaning
Rocks wings. After acknowledgement initiates a slow level turn, normally to the left, onto desired heading.	You have been intercepted. Follow me.	Rocks wings and follows.	I understand and will comply.
<i>(At night, the pilot will also flash the navigational lights at irregular intervals.)</i>		<i>(At night, the pilot will also flash the navigational lights at irregular intervals.)</i>	
Performs an abrupt breakaway maneuver consisting of a climbing 90° turn without crossing the intercepted aircraft's flight path.	You may proceed.	Rocks wings.	I understand and will comply.
Circles airport, lowers landing gear, and over-flies runway in the direction of landing.	Land at this airport.	Lowers landing gear, follows the intercepting aircraft and lands if the runway is considered safe.	I understand and will comply.
<i>(At night, the pilot will also put the landing lights on.)</i>		<i>(At night, the pilot will also put the landing lights on.)</i>	
Raises landing gear while flying over runway between 1,000' and 2,000', and continues to circle the airport.	This airport is inadequate.	If the intercepted aircraft is requested to go to an alternate airport, the intercepting aircraft raises its landing gear and uses the intercept procedures (listed above).	Understood, follow me.
<i>(At night, the pilot of the intercepted aircraft will also flash landing lights while passing over the runway.)</i>		To release the intercepted aircraft, the intercepting aircraft will perform the breakaway maneuver listed above.	Understood, you may proceed.

The pilot switches on and off all available lights at regular intervals.	Cannot comply.	Performs the breakaway maneuver listed above.	Understood.
The pilot switches on and off all available lights at irregular intervals.	In distress.	Performs the breakaway maneuver listed above.	Understood.

Additional Information

More detailed information on this topic is available in CAPR 60-1 and in Chapter 12 of the Mission Aircrew Reference Text (MART).

Evaluation Preparation

Setup: Provide the student with a current copy of CAPR 60-1 and the MART.

Brief Student: You are a Mission Pilot trainee asked security concerns and restrictions, and your actions if intercepted.

Evaluation

Performance measures

Results

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| 1. Discuss security concerns. | P | F |
| 2. Discuss airspace restrictions. | P | F |
| 3. Describe the phases of an in-flight intercept, and your actions. | P | F |

Student must receive a pass on all performance measures to qualify in this task. If the individual fails any measure, show what was done wrong and how to do it correctly.